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July 12, 2017

**TESTIMONY BEFORE THE HONOLULU CITY COUNCIL ON
BILL 63 RELATING TO SPECIAL IMPROVEMENT DISTRICTS AND
BILL 64 RELATING TO THE ESTABLISHMENT OF THE
WAIKIKI TRANSPORTATION MANAGEMENT ASSOCIATION
SPECIAL IMPROVEMENT DISTRICT NO. 4**

2017 JUL 10 PM 2:13

C & C of Honolulu

Thank you Chair Menor and Committee members. I am Gareth Sakakida, Managing Director of the Hawaii Transportation Association (HTA) with over 375 transportation related members throughout the state of Hawaii.

Hawaii Transportation Association strongly supports Bills 63 and 64.

Waikiki has been a focal point for our members (truckers and passenger carrier vehicles) for over 50 years. Waikiki covers less than four square miles, yet experiences over 5 million visitors a year and generates 7% of the state's gross domestic product.

Waikiki is truly the economic engine of the state and our visitors who drive that engine must be taken care of with food, libation, comfort and health supplies, and a means of ground transportation. We provide all of that, and Waikiki's compactness creates many critical logistics problems: congestion; parking; and areas for the loading and unloading of goods and passengers.

Waikiki needs more attention than the City & County of Honolulu - responsible for all 600 square miles of Oahu - can devote.

However, the residents of Waikiki, and the companies who serve and maintain Waikiki as an economic engine, are interested in taking a direct hand to improve the logistics problems they all face first hand. These parties can give their full attention to improving the place they live and work, and they deserve the opportunity to do just that.

Bills 63 and 64 is the first step to achieve this.

Passenger movement occurs a few times during the day so overwhelms the infrastructure at those times. There are not enough loading zones so vehicles stop wherever they can to service their clients in a reasonable time frame. Or the vehicles keep circling the area until loading zone space is available. Either action hampers the thoroughfares and slows everything.

Deliveries of all types of provisions occurs throughout the day involving much fewer vehicles than the passenger peaks, but requiring much more time to execute, again overwhelming the infrastructure. There are not enough loading zones so vehicles stop wherever they can to service their clients in a reasonable time frame. Or the vehicles keep circling the area until loading zone space is available. Either action hampers the thoroughfares and slows everything.

That is the scenario we have faced for decades. The City & County is very busy, and it is time to permit a helping hand in this matter.

Thank you.

MISC. COM. 3452

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